



State of Washington
Transportation Improvement Board

**FINAL FINDING ON ROUTE JURISDICTION TRANSFER REQUEST
SKAMANIA COUNTY FOREST SERVICE ROAD 90, CURLEY CREEK ROAD, WIND RIVER ROAD**

I. PURPOSE

To determine if the designation of US Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, as a state route is appropriate in accordance with the state highway designation criteria in WAC 479-210-150 and RCW 47.17.001.

II. BACKGROUND

The 1991 Legislature designated the Transportation Improvement Board (TIB) to review requests for route jurisdiction transfers from cities, counties or the state and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. WAC Rules 479-210-150(1), and (2) describe minimum criteria that must be met to be eligible for state route designation.

Skamania County submitted a request that the jurisdiction of US Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, be transferred to the Washington State Department of Transportation. The Board received the request for this transfer on October 31, 2006.

The Chairman of the TIB appointed the following ad hoc committee to review the transfer request:

Leo Bowman, Benton County Commissioner
Jeanne Burbidge, City of Federal Way Councilmember
Bill Ganley, City of Battle Ground Councilmember
Greg Partch, Whitman County Commissioner
Paula Hammond, Washington State Department of Transportation Chief of Staff
Todd Coleman, Port of Vancouver Deputy Executive Director

The committee reviewed an analysis of the criteria set out in WAC 479-210-150 and distributed the Preliminary Finding to interested parties on May 23, 2007. Following a 30-day comment period, the TIB scheduled a public meeting at Skamania Lodge in Stevenson on July 12, 2007 to obtain statements from local agencies, WSDOT, legislators, and the public concerning the proposed route transfer. Based on written and oral comments regarding this transfer request, the committee provided the following recommendation as the final finding.

III. RECOMMENDATION

The Transportation Improvement Board finds that the request by Skamania County to transfer Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, to the Washington State Department of Transportation does not meet the criteria set forth in WAC 479-210-150 and RCW 47.17.001, and that this route remain under local jurisdiction.

IV. WAC ANALYSIS OF TRANSFER REQUEST

WAC 479-210-150 Criteria for rural highway routes. In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. The following criteria were used to assess the merits of Skamania County's proposed change to a rural route and formed the basis of the TIB final finding:

→ **WAC 479-210-150(1)**

A rural highway route should be designated as a state highway if it meets any of the following criteria:

- (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or
- (b) Is designated as part of the system of numbered United States routes; or
- (c) Contains an international border crossing that is open twelve or more hours each day.

The route does not meet the requirements of this section of the WAC.

→ **WAC 479-210-150(2)**

It is part of an integrated system of roads.

The route is a continuation of SR 503 Spur on one end and connects to SR 14 on the other end making it part of an integrated system of roads. **The route meets the requirements of this section of the WAC.**

AND, meets one or more of the subsequent criteria:

→ **WAC 479-210-150(2)(a)**

Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal.

Traffic data supplied by WSDOT and Skamania County support the three hundred thousand ton requirement on most sections of the route. However, no portion of the route provides primary access to a rural port or intermodal freight terminal. "Primary access route" is the road that connects the port to the highway network. The county asserts both the Ports of Longview and Skamania County meet this requirement, but the Port of Longview is more than 50 miles from the start of the route, and the Port of Skamania County does not handle logs, which is the major freight product produced along the route. In addition, the Ports of Longview and Skamania are already served by SR 432 and SR 14, respectively. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(b)**

Provides a major cross-connection between existing state highways.

If you travel south on I-5 and then east on SR 14, the distance between Woodland and the community of Carson is approximately 68 miles. If you use the route of proposed transfer, the distance would be approximately 84 miles. The route is not a major cross-connection. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

Connects places exhibiting one or more of the following characteristics:

- (i) **A population center of one thousand or greater;**

Approximately 200 people live in the Northwoods/Swift area and approximately 800 live in the

North Carson/Stabler area. While approximately 1,000 people are spread along the route, no locale meets the definition of a population center of 1,000 or greater. The Carson/Lower Carson area is the only population center of 1,000 or greater and it is already served by SR 14. The route does not connect from Carson to another population center of one thousand or greater. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

Connects places exhibiting one or more of the following characteristics:

(ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;

Annual recreational visits to the Windy Ridge outlook have averaged 105,475 for years 2005 and 2006. Windy Ridge can be accessed from both the north and the south, with the southern route being the proposed transfer route. It would take 300,000 annual visitors using the proposed transfer route to make an equivalent population of 1,000. Even assuming that all of the visitors used the southern route, the site would need another 195,000 annual visitors to meet the threshold of 1000 population equivalency as provided in the WAC. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

Connects places exhibiting one or more of the following characteristics:

(iii) A county seat;

Stevenson is the county seat and is already served by SR 14. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

Connects places exhibiting one or more of the following characteristics:

(iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater.

There is no major commercial-industrial terminal with a population equivalency of 1,000 or greater. **The route does not meet the requirements of this section of the WAC.**

Stevan Gorcester, TIB Executive Director

Date